

## 'Warrior' arrives

ABERDEEN'S latest trawler, the 128ft. *Grampion Warrior*, sailed on her maiden trip this week. Built for George Craig & Sons Ltd. at the Goole yard of Swan Hunter, she is a sister-ship to *Grampian Chieftain*.

A wet fish stern trawler, she is powered by a Mirreles Blackstone engine. Skipper Jim Bowie, formerly of the side trawler *Admiral Jellicoe*, is in command.

At a naming ceremony in Aberdeen, joint-managing director of the owners, George Craig, said that if the Government would increase grants, owners would consider a new building programme. This would not only encourage shipyards but also help to reduce unemployment.

His brother David, also joint-managing director of the company who has been acting as advisor at fishing talks in Brussels, said: "At least more progress is being made towards some form of conservation regime within 200 miles". But we still have more problems, he warned.

Mr. David Craig left this week for New Zealand with a Scottish north-east fishing mission. After extending limits to 200 miles, New Zealand now wants advice on how to exploit fish resources.

## 'Slipping' mackerel proved a killer

DURING the Cornish mackerel season of 1975-76 there were a number of reports of bottom trawlers catching large numbers of dead mackerel. This phenomenon had never been reported before.

As this was the first season in which purse seiners had operated in the fishery, they were accused by other fishermen of being the cause of this mortality.

This was based on the knowledge that if a purse-seine catch was found to be unsuitable for marketing, it would be released. The purse-seine skippers contended that the mackerel were alive and healthy when released.

In August 1976 the Ministry of Agriculture, Fisheries and Food's Fisheries Laboratory at Lowestoft carried out some experiments in Mevagissey Bay, Cornwall, where it was practicable to use floating keep-nets and where live mackerel could be easily obtained.

Fish for the experiments

were caught on barless hooks and brought to the experimental nets by three local fishing boats which were fitted with holding tanks.

In the first experiment, undamaged lively mackerel were transferred from the tanks to the nets and kept at various densities: 5, 44 and 500 per cubic metre. The fish were left undisturbed as far as possible, but observations were made periodically through a water glass, and dead fish were removed for examination once or twice a day.

At the lowest densities most of the fish were apparently undamaged after two-three days in the nets under calm conditions, and many survived a period of five days rough seas which followed the calm weather. Most of the fish kept at the highest density died within 24 hours.

In two other experiments, fish were kept at the very high densities of 1,000 and 1,500 mackerel per cubic metre for 3-4 hours and then released into the largest keep-net. Some of these fish were still alive after 24 hours in the keep-net, but all were in such poor condition that they would not have survived much longer.

From these observations it is clear that mackerel are delicate fish which are unable to survive even short periods of confinement, except at very low density, and the conclusion is that mackerel released from a purse-seine hute in the hauling procedure will die.

These experiments are fully reported in the Ministry's Fisheries Research Technical Report Number 33 issued by the Fisheries Laboratory, Lowestoft.

AN IMPROVEMENT in demand stretched Grimsby's wet fish landings to the limit last week and exposed the difficulties of keeping a buoyant market well supplied without adequate distant water landings.

Only five White Seas/Norway Coast trips landed a total of 6,120 kits and, with cod prices climbing over the 240 mark for top quality fish, many merchants were again forced to raid the cold stores.

Overall landings, including a useful contribution from the seiners just getting into their stride, fell short of the 20,000 kit tally yet again, but even though there were over 3,000 boxes of overland roundfish, mostly from Grenton, they could not cushion the loss of distant water supplies.

On such a short distant water market Consolidated Fisheries, with three of its 140-footers lending, had an excellent week, picking up a combined grossing of £118,559. *Notts Forest* (Skipper 'Cocker' Russell) turned in the week's top performance with a £40,959 grossing from a 24-day White Seas trip of 1,312 kits, including very nearly 900 of codfish.

*Barnsley* (Skipper Jimmy Hudson), back from a 24-day White Seas/Norway Coast voyage made £39,285 from 1,306 kits and was unlucky not to topple *Notts Forest* as

over 1,000 kits of this haul was cod.

To complete a clean sweep for Consol's, *Huddersfield Town* (Skipper Fred Kirby) came out third-best on £46,335 from 1,226 kits after a 27-day White Seas trip.

BUT and the Boston Group each had only one landing in this section.

Outstanding in the middle water section was Taylor's *Annau* (Skipper George Hughes) which landed 719 kits, mostly haddock, cod and coley, on the Monday market to gross £19,203 after an 18-day Faroese/Western trip. It was a career-best for *Nannu* and she led from start to finish.

Also near another record, this time on weight, was the pair team *Margrethe* (Skipper Jene Bojarsen) and *Princess* (Skipper John Richardson). A 13-day White Seas trip produced 1,306 kits combined, but for once the *Princess* team had the big North Seas cod and most of the catch was coley.

So much was caught during the final three days that the pair arrived home with over 40 kits of unguilted fish as the cargoes. Needless to say the sold well around £18 per kit and the pair realised £21,000.

'Princess' on reef

SKIPPER Mike Robertson returned to Aberdeen by plane on Tuesday after his command, *Scottish Princess*, fouled on a reef at the entrance to the Firth of Forth on Saturday night. The 280-ton Aberdeen trawler filled with water but the crew was taken ashore in a rescue boat.

Skipper Robertson said before he made an attempt to get ashore. But the rope holding the breeches buoy parted and he had to help himself to the rope and then hauled through the bathous seas to safety.

*Nannu* - career-best grossing of £19,203.



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## Choice on rounders

RESTRICTIONS on landing unguilted haddock will be left to SFO port committees. This has been stated by SFO chief executive, Jim Lovie.

Mr. Lovie, speaking at a meeting of fishermen's representatives on Saturday, reiterated the view that a cutback in the landings of rounders is not the proper way to manage a fishery. It also discriminates against one section of the fleet, while not restricting landings by the English deep-sea fleet.

The inshore fleet is being used as a scapegoat for the marketing problems of Aberdeen, a port "dominated by company vessels and deep-sea interests".

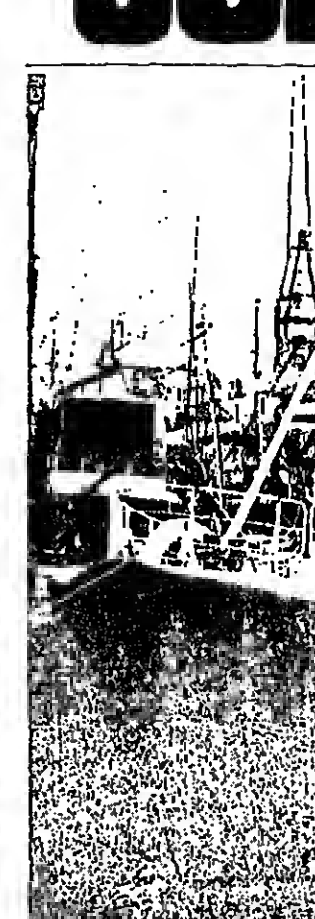
Mr. Lovie said he had been placed in the position of having to disagree with some colleagues and friends in the industry over cultural measures proposed at an Edinburgh meeting earlier this month.

"If any port committee in our economic situation thinks these proposals should be implemented, then it is perfectly entitled to do so," he said.

THE body of William Hildreth (48), a crewman on the Grimsby seiner *M. Ann*, was found in Hartlepool dock on Sunday. After being ashore on Saturday night Mr. Hildreth went missing. The boat had sailed in to Hartlepool for engine repairs.

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## JOBS FOR THE BOYS' AT LOWESTOFT



The arrested Danish trawler *Singo* at Plymouth.

## Off the hook!

TWO TOP WEST COUNTRY skippers played a big role in the arrest of two Danish fishermen who were fined a total of £22,000 and their £12,000 catch confiscated for fishing inside the limit at Plymouth last Friday.

The *Danes*, however, had a lucky escape when they appealed on Wednesday and the fine was reduced to £5,000.

Tony Rae, in the Brixham seiner *Constant Friend*, and Robert George in the Newlyn based *Scarlet Thread*, spotted the *Danes* trawling off the Eddystone and alerted the authorities.

Skipper Tony Rae of *Constant Friend* told *Fishing News* that he was fishing in com-

## Mackerel spree

SCOTTISH PURSERS operating off Cornwall are finding a problem... the mackerel shoals are too big.

Already *Chris Andra* and *Sedulous* have suffered split nets and most of the pursers have been forced to skim their catches off the edge of the shoals.

Hauls of up to 500 tons in 24 hours fishing are being reported.

March 4, 1977 No. 3317 Est. 1913 15p

## JOBS FOR THE BOYS' AT LOWESTOFT

LOWESTOFT HAS a list of trawler jobs on offer - while some ports are feeling the pinch of unemployment. A big recruiting drive has been launched aimed at deckhands, mates and school-leavers.

Behind the drive is the Lowestoft Fishing Vessels Owners' Association, which says that prospects at the port are now much brighter. "The trawler fleet is growing fast and there is guaranteed employment for the right type of man in the port."

Personnel manager for the Association, Peter Smith, said that 15 trawlers were now fishing from the port - the highest number for five years. The campaign aims to attract youngsters into the fishing fleet and at the same time to try and get any former fishermen back to sea.

Job centres and employment offices had been circulated with details of the vacancies, pointing out that deckhands could now earn up to £5,000 a year, mates from £7,000 to £10,000 and skippers up to £15,000.

"Lowestoft is not in the same position as most of Britain's fishing industry," said Mr. Smith. "There is an air of quiet confidence in the industry, and among the owners. That is why we have planned a full-scale recruiting drive and a training programme for 1977."

The number of trawlers had at one time fallen to 43 but was now 65 - and likely to grow further. "I expect there will be several other vessels coming along," he said.

The recruiting drive would be a two-pronged one. One half aimed at young recruits and the other at attracting back former trawlermen who had in recent years taken shore jobs or switched to work connected with the North Sea gas and oil industry.

Fishing techniques had changed over the years but deckhands' skills were largely the same. In fact, with the threat of unemployment in some shore industries, ex-fishermen might feel this was time to try and get any former fishermen back to sea.

Continued on page 16

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Continued from Page 19

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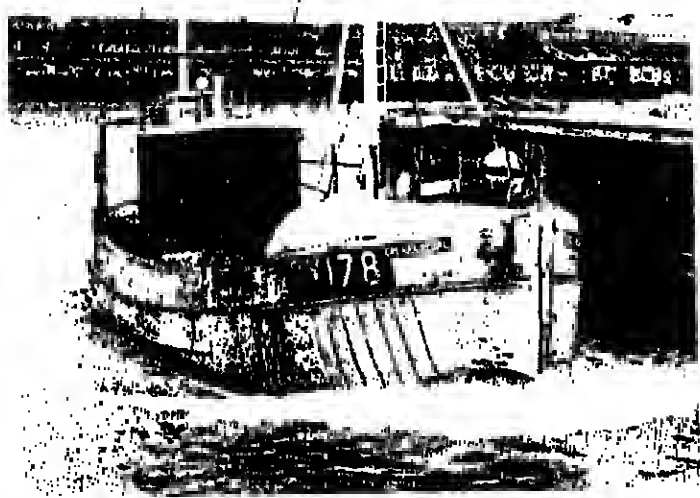
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17.5	17.5	4	8	24
20	20	5	10	30
22.5	22.5	6	12	36
25	25	8	16	48
27.5	27.5	10	20	60
30	30	12	24	72



# BOYD MOVES TO INSHORE AT GRIMSBY



Grenaa Pearl — sold to the Boyd Line.

## THREE-MILE LIMIT FIGHT

SMALL BOAT fishermen in Devon are gathering support for a three-mile limit around the UK. This move, launched by the Exa Fishermen's and Watermen's Association, is also getting the backing of the Whitley Coghmen's Association.

A letter pointing out the problems that small boats are having with larger trawlers has been sent to the Minister of Agriculture and Fisheries, and assistance has been requested from Hon. Mr. Peter Emery.

The association told Fishing News, that it would be glad to hear from other small boat organisations whose members were being affected by bigger vessels.

The association says: "Larger trawlers are destroying valuable shellfish grounds and fish stocks are being easily depleted. If a three-mile limit could be brought into force, this would protect the larger trawlers in the long term as it would preserve fish stocks for the future."

The association states that it would be no use banning

## Mackerel run hopes

MILFORD Haven is hoping that the experiment of transferring frozen mackerel catches from the Hull trawler Princess Anne and St Benedict to the carrier Ice Star for shipment to Portugal will result in a regular run.

However, Milford Dock manager, Roy Evans, emphasised that this would depend on whether the owners, once settled, decided that it had been economical.

It is expected that if the owners decide to use the port again there will be landings in March or April before the season ends in the south-west.

## ... four-boat deal

THE BOYD Line Ltd., of Hull, has secured a foothold in the Grimsby seiner and pair trawling industry by buying out the Grenaa Fishing Co. Ltd.

The vessels involved are the anchor-seiners Helian, and Grenoo Woy and the pair trawlers Grenoo Star and Grenoo Pearl which have been taken out of the Tom Sleight (F.S.) Ltd. agency and placed under the management of Danbrit (Fish Salesmen) Ltd.

The deal ends weeks of speculation over the future of the Grenaa company vessels and has given Boyd a useful platform in Grimsby where it can develop further interests on the near water side of fishing if, as seems certain, the distant water industry continues to contract.

Boyd is the second Hull-based company to move onto the Grimsby small boat scene this year with the newly formed Danbrit agency as Mike Burton, of Newington Trawlers Ltd., who also

is the chairman of Danbrit, will shortly be operating the multi-purpose vessels Burton Agnes and Burton Pidsen as a pair team from Grimsby.

Danbrit, which began this year with just one vessel, has now moved onto 21 vessels in the agency following the transfer of the four Boyd boats.

In addition, the agency will be handling a certain amount of Boyd overland fish, from its William Lister subsidiary at Granton.

This latest development at Grimsby is indicative of the uncertainty of the distant water industry and is likely to be the first of a number of transactions expected in the foreseeable future involving small boat operators and agencies.

It is widely known that BUT is anxious to establish itself on the selling side at Grimsby and there are many uncon-

## HULL INQUEST

A FINDING that Ronald Albert Taylor (29), third engineer of this Hull trawler Arctic Freebooter, had been lost at sea, believed killed or drowned, on December 30, was recorded at a Hull Inquiry last weekend.

The inquiry was conducted by Henry Wheatcroft, Department of Trade superintendent at the Hull

firm of speculations concerning, not only BUT, but other distant water owners and large companies which have been linked with various small boat concerns and movements amidst intense fish dock rumour at the Humber port.

## Dublin show

IRELAND'S biggest international boat show and fisheries exhibition opened in Dublin on Tuesday this week.

Surprise choice to officially open the proceedings at the Court Pavillion was senior captain of the Icelandic Coast Guard, Gudmundur Kjoernested, who commands Iceland's protection fleet flagship.

The show closes on Sunday.

## COMMENT

HOW EASY it is these days to leap frog into politics on the back of the fishing industry.

Only last year the prospective Conservative candidates for East Aberdeenshire, Mr. Albert McQuarrie, was stomping to Westminster and Brussels with a petition for a 50-mile exclusive fishing limit on behalf of British fishermen.

Now we find that Mr. McQuarrie has been appointed chairman of the Scottish Conservative Party's Fisheries Consultative Committee formed last month.

By muscling in on the 50-mile limit claim Mr. McQuarrie obviously thought that he had chosen a safe political base to work from. The trouble was that he had not done his homework by the time he had landed in his petition at Downing Street he still seemed to believe that all British fishermen were desperate for a 50-mile exclusive limit. If he had asked fishermen in his own area, especially those who fish off Norway, he might have found out otherwise.

Now, in his new official capacity, it looks as if Mr. McQuarrie is on the wrong road again. He wants to block the setting up of a national plastic box pool in Scotland, because this would put wooden box makers out of work.

Saving jobs is an admirable cause, but not ensuring that when housewives get their fish, has been handled in a modern and hygienic manner. Fish is now a high price commodity competing at the top end of the food market, and any switch to modern handling methods, and plastic boxes should be encouraged.

Yes, the fishing industry does need saving and politicians to take an interest in it. But he of any value, this must be an informed interest.

## fishing news

Editor: Harry Barrett  
Advertisement Director: Fred Purcell  
Managing Director: W. A. Cathles

## Lowestoft

From page 1  
a good time to return to sea—particularly in view of the good wages which could be earned and the expanding future of the fishing industry.

A number of former trawler skippers and mates as well as crew members were now manning ships and it was hoped to get some of them back into the trawler fleet.

There would be a training programme for those returning to fishing and it was hoped to "attract, train and retain" a large number of school-leavers and other young men.

"We know there will be a certain percentage of drop-outs during training and that some who will stay will not look on it as a career for life," said Mr. Smith.

"Some may feel they want to do, say, three years at sea and then go on to a career ashore, but we hope a good proportion will see fishing as a worthwhile and rewarding career."

The confidence in Lowestoft's future as a growing fishing port and one of the major ports in Britain was emphasised by John Ball, chairman of the town's training committee. He said the four companies which made up the association could now put over 20 vessels to sea, the highest number in five years.

With more and better equipped vessels, catches of plaice—which account for 50 per cent of the fish landed at Lowestoft—are steadily increasing.

# Shetland snails 'not unusual' say herring men

FOLLOWING the announcement that Aberdeen marine scientists are to investigate the large shoals of herring around Shetland, fishermen in the islands have said that there is nothing unusual about the big shoals.

The only reason they have not been caught in quantity in recent years, they say, is because local fishermen have been forced to leave them to the foreign boats.

"The skippers say that: 'The quantity of herring in this area is by no means unusual. For years, only the foreigners have been allowed to take full advantage of these.'"

"For example, when our licences to fish herring were withdrawn last September, we were forced to go to the

Minch, leaving behind large shoals of herring for other countries to exploit.

"We do not believe that herring at present being caught around Shetland are those which in past years have gone to the west coast."

"Shetland herring and those in the Minch are of completely different qualities, as all processors and fishermen who have worked with them know."

"For the industry to benefit fully from the herring around Shetland it is essential to have an adequate market in Shetland as weather does not always permit a journey to the north east coast."

"However, the eight month ban in the North Sea, proposed by a section of herring industry, puts local processors in an impossible situation as they rely solely for their supplies on locally caught

# BREKKE'S END NORWAY DEAL

THE Hull-based fish firm of Brekkes Ltd. is ending its contract for the Norwegian Seafridge brand 'Frozen at Sea' fillets.

A spokesman for Brekkes said this week: "After the termination of the five-year exclusive selling arrangement on May 16, 1977, Brekkes will be free to offer a wider range of frozen at sea and imported fillets."

"When the arrangement was entered into a

# sinking is solved

A FAULTY seam in the bulkhead of the 38 ft. Guernsey fishing boat Seacrofter caused her to sink off St. Peter Port (Fishing News, February 25).

After her salvage, a surveyor from the WFA went to the island to examine the craft.

It seems that the sea burst the bulkhead and flooded the vessel. Seacrofter has a stern fish hold and the bulkhead is designed to keep the water in the hold.

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## MILFORD PICKS UP

LANDINGS at Milford Haven last week were larger than in previous weeks thanks to better weather on the Irish Sea grounds.

Market prices stayed high which resulted in some of the best grossings of the year. Top ship was Bryher (Skipper A. James) which landed 151 kits to gross £6,213. The vessel's main varieties were 30 of cod, five

of whiting, 45 of roker, three of turbot and brill, three of plaice and two of soles.

Also successful was Norrard Star which returned to port with 145 kits to make £5,362.

On the same day Brendn Wilson made £4,004 from 117 kits. Seventy-five of cod, 20 of whiting, 120 of roker, five of turbot and brill, two of plaice and three of soles were the vessels' main varieties.

## Lowestoft 'has pulled through'

THE ANNUAL dinner and dance of the Lowestoft Trawl Fish Merchants' Association was recently held at Gunton Hall, Lowestoft, with guests attending from Grimsby and Swansea.

The president, Ken Coleman, welcomed the guests and members of the association. He reminded them that at the last dinner he predicted that 1976 was going to be a difficult year, but that the Lowestoft fishing industry would weather the storm and pull through.

He said that is exactly what happened—in Lowestoft the catching power in the port had increased, against the national trend which is to lay ships up and not replace them.

"I would like to pay tribute," he said, "to the fish merchants and processors of Lowestoft who by their tenacity are still a very reckonable force in the country and without this force and energy, Lowestoft would be facing a similar problem to some of those in other parts of the country."



Aubrey Moore (right), president of Lowestoft Fishing Vessel Owners' Association, talking to Ken Coleman (centre), president of Lowestoft Trawl Fish Merchants' Association. On the left is John Briggs of Rose Group.

(With the usual insincere apologies to Samuel Pepys, Esq. M.A. F.R.S. Clerk of the Works and Secretary to the Admiralty).

M. Barnett of Frying Pan Alley

## Don't cut hull costs to the bone



Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics—they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

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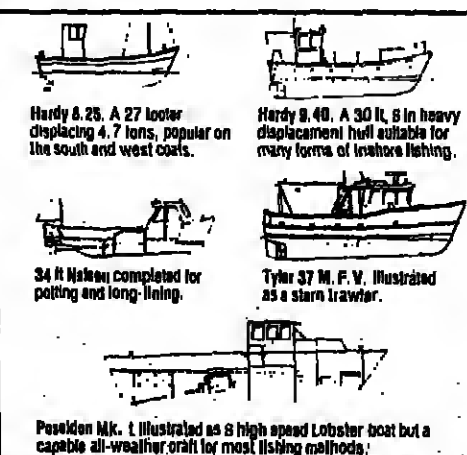
Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best—the cheapest—is good enough.

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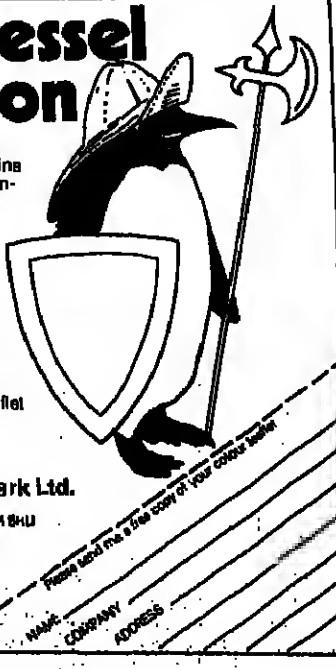
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**J MARR (ABERDEEN) LTD.** has taken delivery of the 86 ft. pocket trawler **Glen Artney** from the Aberdeen shipyard of John Lewis and Sons Ltd. She is the first of two sister-ships delayed by a yard bankruptcy.

She will fish under the command of Skipper Joe Glass, who was formerly in charge of the J. Marr stern trawler **Glen Coe**.

A sister-ship to **Glen Artney**, to be named **Glen Forc**, is now being fitted out at the Lewis yard and will be completed in about six weeks. The two vessels were originally ordered from the Dundee yard of Smith and Hutton, but this firm went bankrupt while the hulls were under construction.

Their hulls and basic superstructure were built at the Middlesbrough yard of Tees Marine Services Ltd. under sub-contract to Smith and Hutton.

Both hulls were about ready for launching from the Middlesbrough yard in 1976 at about the same time that Smith and Hutton ceased to operate.

Last year Lewis won the contract to complete the two vessels. It has done the entire fitting out job and the owners are very pleased with the work it carried out.

Designed by Tynedraft Design Ltd. of Newcastle-upon-Tyne to the requirements of the owners, **Glen Artney** is classified at Lloyd's as +100 A1 Trawler. She is of round bilge form with raked stem and transom stern.

With a registered length of 79 ft. 9 in. and beam of 22 ft., she is of traditional Aberdeen pocket trawler layout, being equipped for starboard side trawling only. The superstructure is extended to the port rail and aft to the transom.

Propulsion engine is a Mirrelec Blackstone type ETS16 MGR turbo-charged diesel of 600 hp at 706 rpm. It drives the fixed-pitch propeller through a Mirrelec Blackstone gearbox of 24:1 reduction ratio.

A Gilbert Gilkes and Gordon bilge and general service pump is belt-driven from the forward end of the main engine.

Pelican Engineering Co. (Sales) Ltd. of Leeds assembled and supplied the two auxiliary sets, which are based on Gardner 6LX diesel engines.

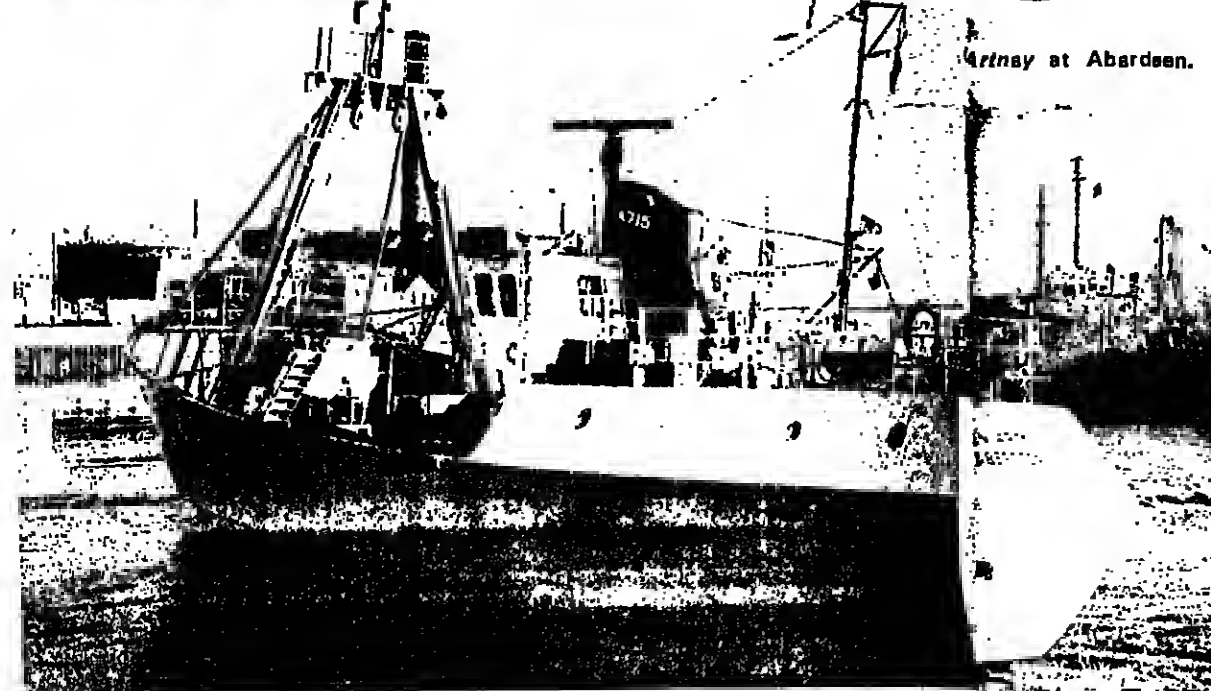
A Newage Stamford 35kW 440 V alternator, and a Hamworthy 2SF34 air compressor, are driven from the starboard auxiliary engine.

Equipment driven from the port unit comprise another Newage Stamford 35kW 440V alternator and the hydraulic power-pack for the trawl winch.

Electrically-driven equipment in the engine room includes a Gilbert Gilkes and Gordon Series M bilge and general service pump, a Hamworthy 2SF34 air compressor, F. R. Hughes domestic fresh and seawater pressure sets and a Wier main engine gearbox standby lube oil pump.

A total of 26 tons of fuel oil is carried in engine room wing tanks and in a tank at the stern. Some 7½ tons of fresh water are carried under the fishroom.

On deck, a Hydraulic



Artney at Aberdeen.

Brattvaag type D1A8 low pressure hydraulic trawl winch is positioned forward of the deckhouse. It has capacity on each of its two main drums for 500 fathoms of three in. warp and hose hydraulic shooting gear and hand-operated guiding on gear, clutches and brakes.

Hydraulic power is provided by a Brattvaag G16 pump driven off the fore end of the port auxiliary engine through an Anderson clutch which can be engaged from the wheelhouse.

The bi-pod tubular steel mainmast carries the gillnet blocks and cod end derrick, and a hydraulic towing block is fitted on the starboard rail. Other equipment on deck includes a Shetland ONE 7 Mk. 11 gutting machine from C. F. Wilson and Co. (1932) Ltd., and a Coeslet fish washer. A C. F. Wilson elevator carries fish from the

gutting machine to the fish washer.

The fishroom is insulated with glass fibre slabs, lined with timber, and is fitted with aluminium stanchions and warden pound boards, having two steel hatches with wooden covers.

It has accommodation at the after end to carry about 450 boxes of fish and the forward section is arranged for shelving. A flush deck scuttle is fitted in the deck over the ice locker.

Most of the electronic equipment in the wheelhouse is from Decca and Redifon.

Decca supplied two Simrad EQ echo sounders with MA Echo Magnificer, and Decca RM916 radar, Mk. 21 Navigator, 350 T Track Plotter and 450 Automatic Pilot.

Units from Redifon comprise WK 2882 Watchkeeping Receiver, Radcom Saxon

King fish radio telephony has a yellow hull. Sealant 30 vbl radio external and internal telephone and 'Sailor' RW systems on **Glen Artney** entertainments receiver.

Other equipment includes the hull was laid up Tenford H115 steering gear long before being fitted and Wynstrumts M11 all its surfaces were winnow wipers.

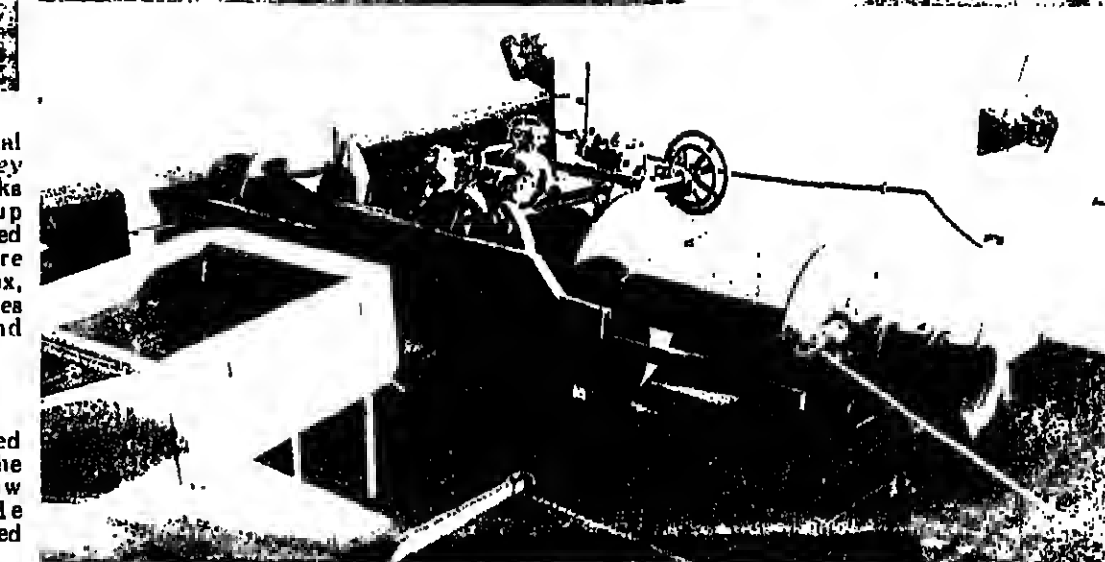
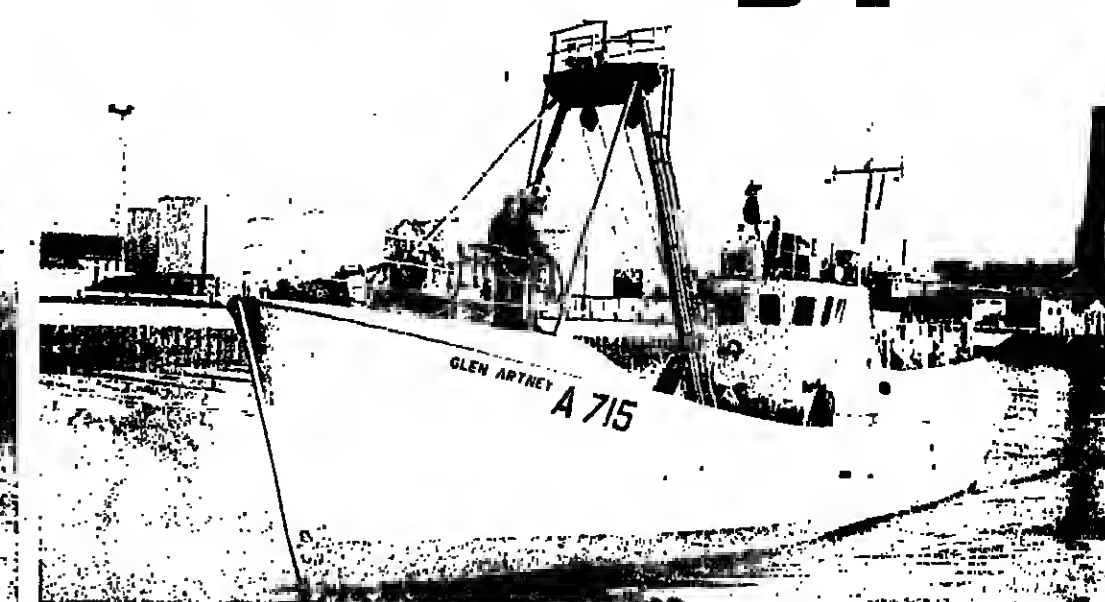
Accommodation comprises a suitable for surfaces a six-berth cabin below deck to be shot or sand aft and a single end a bed.

berth cabin in the deckhouse. There are separate washroom facilities for the skipper and crew.

Equipment in the deckhouse interior of the bined galley and messroom comply with new includes a Kempsel 9th of Trade type KS35 electric cooker, and are certified to meet the requirements of the Merchant Shipping Act.

Rockay deep freeze chestwork in the and stainless steel sink and superstructure. The deckhouse is of steel and superstructure but the wheelhouse and steering gear compartment are fabricated from aluminium. Electric heaters are fitted in the wheelhouse and messroom. Mammitt rust-inhibiting primer and undercoat.

As is the custom with Farneguer undercoats in the Marr fleet. Gilt and topcoat.



If fire should break out, a gas develops in the paint film which prevents the spread of flames.

Ballistic fire-retardant and anti-corrosive paint was applied to the steelwork behind linings and in the bilges and chain locker.

Top: the yellow-hulled **Glen Artney** is the second to last boat from the Lewis yard. It is awaiting over to oil-related work. Above: the 86ft. side trawler is equipped with a Hydraulic Brattvaag low pressure hydraulic trawl winch mounted just forward of the deckhouse. A Shetland gutter and fish washer are also fitted on deck.

## Teenager skippering liner

**NINETEEN - YEAR - OLD** Stefan Glinski of Hayle, Cornwall, has started line fishing with his new GRP 30-footer **Braggon**. So far the boat has ranged along the north and south coasts of Cornwall.

Stefan, who has worked in Stevenage of Newlyn's net loft learning the arts of mending and splicing, went to sea on a Newlyn-based trawler. However, he found that young deckhands were badly paid and decided to switch to shore, gaining experience in mackerel and long-lining.

The boat has been bought through the White Fish Authority and is owned by a partnership in the Glinski family.

**Braggon** will be mainly lining, working 10 baskets of 230 hooks on the North Cornish dog grounds. He also intends to fish pollock and ling on local wrecks, using gurdies and handlines, assisted by a crew of two.

'The boat's GRP hull was delivered to Cornwall from the moulders, Versatility Workboats of Rye, complete with frames, engine beds, bulkheads and gunwales moulded in. The stern gear was also installed. She was

then completed locally in just nine weeks.

The hull has an overall length of 30ft. 3in.; waterline length, 27ft. 1in.; beam, 10ft. 9in. and draught, 3ft. 3in.

The hull has its sheerline increased by approximately two to three inches to give deeper hullwork, increased space below deck and deeper draught. A new mould has recently been made to produce the hull and now almost 100 are in service from Finland to Berberia.

### Assistance

A local man, Mr. Davidson, tackled the GRP and carpentry on **Braggon** and he worked in Stefan's own layout. Stefan assisted throughout the building of **Braggon**.

The 3in. marine ply deck is sheathed with non-slip GRP and the scupper area is to WFA approval. The deck is supported by beams of 6in. x 2in. iroko.

An open forward chain locker is fitted. The clear deck area is then broken by three hatches. The forward hatch is a gear and fish hold. Stefan intends to carry 300 stone of fish in this hold, but as the hatch is aft of the hold it would be difficult to unload fish which moves forward. A pump, battery and tool



Above and right: the new GRP 30-footer **Braggon** was delivered as a completed boat in nine weeks.

compartments - with a three-in. x 22in. propeller - are chosen for performance and has a speed of eight knots. The 800 rpm, 30-gallon GRP coated engine is mounted on a removable base and is coupled to a Warner 73C gearbox. The

Turn to page 10

years ago.

**MARCH 5, 1927**

**BURGHEAD** and Hopman, Morayshire, herring drifter fleet abandons Irish herring grounds due to bad weather.

**APPLICATION** to build fish manure factory at the Burn of Daff, turned down by Lower Daeside District Committee, Kincardine, Scotland.

**ARBROATH** fishermen appeal to Prime Minister, Stanley Baldwin, to lift restrictions on seine netting by boats over 40ft. in St. Andrew's Bay.

**KIPPER-making machine** shown in *Fishing News* 'Modern Fish Trade Devices'. Claimed to be the first of its kind. It splits fish, removes entrails and gills at 2,100

**50 years ago**

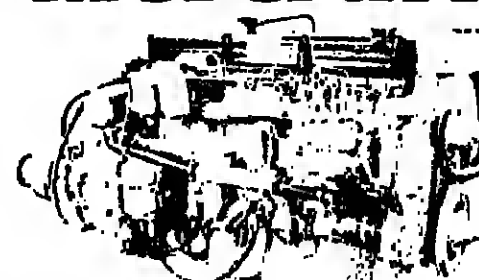
per hour. Being fully automatic, the fish need no sorting.

**TWO** Plymouth, Devon, trawlers are sold leaving five at the port.

**FISHING NEWS** publishes photographs of the progress with Scarborough's harbour improvements.

**GRIMSBY** steam trawler *Rosetta* sold to French owners. English crew takes her across the Channel.

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The part completed Versatility 30 supplied to Mr. Glinski included the following:

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- Marine plywood bulkheads moulded to hull.
- Engine beds.
- Rudder Assembly.
- Laminated iroko gunwales and rubbing strakes.
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- Keel iron and bow protection plate.

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## LOBSTER-MEN!

## Braggon

from page nine  
sediment filters are fitted to the "Kunitor" fuel piping and fuel tank cocks are controlled from the wheelhouse.  
A 5ft. x 5ft. aft wheelhouse is fitted offset to port. Stefan preferred a large wheelhouse to space aft and to port. Wheelhouse electronics include Koden sounder on hire, Sennovice VHF, Decca Navigator Mk.21, Sestrel compass and Vetus hydraulic steering.

One front opening window and a small starboard side window for controlling the engine from the deck are fitted. The 12 V electrics are all double switched and double fused, with a wipe section cleaning switch isolating the batteries.

Foam and dry powder extinguishers are carried in the wheelhouse; engine fire protection is by an automatic BCF gas "Sessale" system.

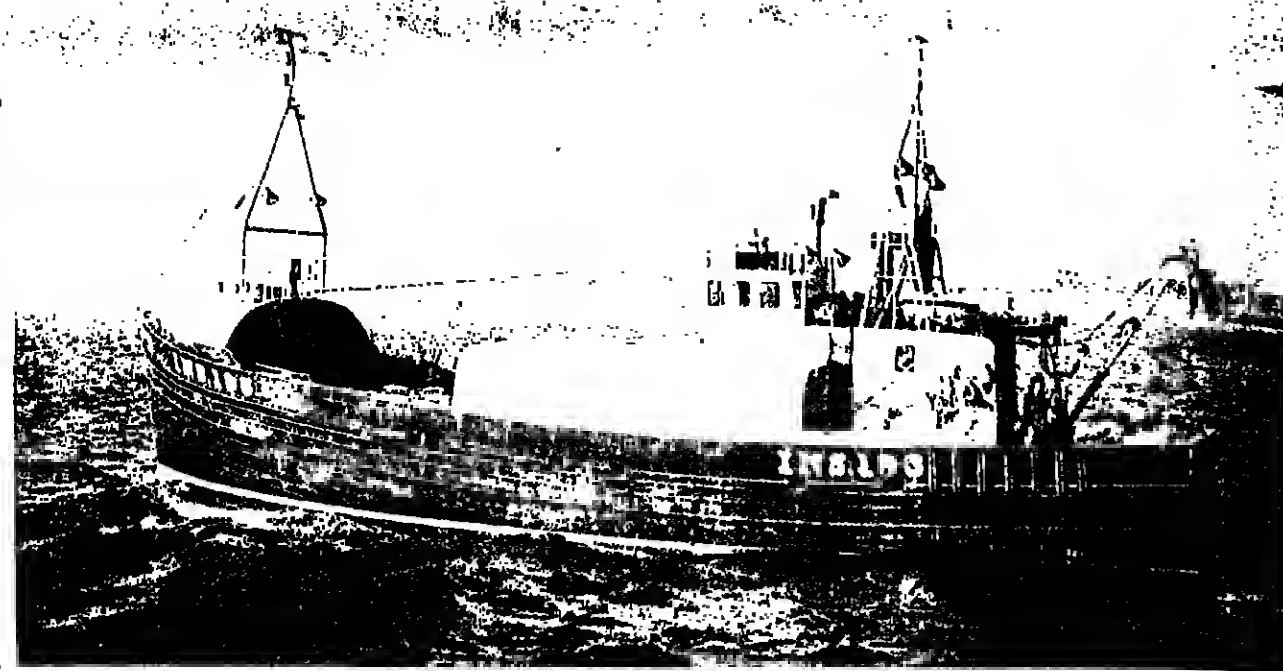
A large double hatch in the wheelhouse floor gives access to a compartment that Stefan intends to use for bunks, although he admits it will be a tight squeeze. A hatch is provided aft of the wheelhouse for steering gear maintenance and emergency tiller arm.

Deck gear consists of a Hydrene K.B. 04E net and line hauler driven by a Vickers pump. A Whale Gusher bilge pump and engine-driven deck wash is provided.

A massive mizzen mast carries a gaff-rigged mizzen sail. The mast is nearly 5in. in diameter and this, together with the rather boxy wheelhouse, are the only points which detract from the vessel which is well fitted out and has many good ideas. She cost £11,000 to build and a fair amount of work was done by the owners.

Since the disastrous fire which swept the workshops of Versatility Workboats the firm has produced 21 hulls ranging from 25ft. to 35ft. The firm will be producing its 200th hull very soon.

Production of the 35ft. hull was just getting underway when the factory was burnt out and now the first one will be going into the water shortly. This will be a complete boat for Cornwall.



The 74 ft. seiner Astra leaving Peterhead. She is powered by a 415 hp Kelvin diesel.

## Thomson yard's seiner

LATEST completion by the Buckle yard of George Thomson and Son is the 74ft. wooden-hulled seiner-trawler Astra built for Skipper William Fletcher of Portgordon.

Designed by G. L. Watson and Co., she has a beam of 22ft. and is of larch on oak construction with a transom stern.

She is powered by a Kelvin TASC8 engine which gives 415hp at 1,220 rpm and drives the fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

A three in. Deaml bilge and general service pump, and Transmotor generators of 110 and 24V, are also powered by the main engine.

Another three in. Deaml pump and Transmotor 110 and 24V generators are driven from the Lister HRW3MA auxiliary engine. Tanks have capacity for 2,500 gallons of fuel oil and 400 of fresh water.

The D. F. Sutherland combination seine and trawl winch is powered from a Dowty variable delivery hydraulic pump driven off the fore end of the Kelvin engine through a Sutherland step-up gearbox. A standby hydraulic pump is driven off the auxiliary engine.

Other gear handling machinery includes Loxias Hydraulics power block and Beccles rope coiler. Storage bins are fitted for the seine net ropes.

Astra's wheelbeek and deckhouse are of steel and she has an aluminium gutting shelter. Wheelhouse equipment includes Kelvin Hughes MS44 echo sounder with BL1 scale expansion unit and Adscope, Kelvin Hughes type 17 reder, 'Seilor' radio telephones, Simrad Watchkeeping Receiver, Decca Mk. 21 Navigator and 350 Autopilot.

Also fitted are Tanford H15 ESG steering gear, a Wynstrums window wiper and a Boatrom Viking skipper's chair. The galley is equipped with a Kampsefa oil-fired cooker and hot water boiler.

Merinox fire detection and alarm equipment from Anglesey Fire Protection of Wales is fitted.

Bunks for eight are arranged in the cabin, below deck aft, which has a Reflexa oil heater. This also feeds radiators in the deckhouse.

Fitted with steel posts and wooden boards, the fishroom is insulated on the bulkheads with cork faced with samant.



LATEST addition to the inshore fleet at Redcar is the Northumberland-type seine Coquet Queen (MH 222) built for Burrows Bros. at the boatyard of J. J. Harrison, Amble, Northumberland.

Coquet Queen has an overall length of 32ft. 6in. and a beam of 9ft. 6in. Her depth is 3ft. 6in. and she has been designed to work from a beach.

Built of larch planking on oak frames, the cable's main timbers are spaced at 14ft. 4in. centres. Power is from a Ford Merccraft 4 cylinder diesel of 80 hp at 2,500 rpm which has a straight through drive. A 2in. circumference prop shaft and a 14in. x 12in. propeller are fitted.

Twelve 12 gallon fuel tanks are mounted amidships, port and starboard of the engine, while a Whale manual bilge pump is installed on the forward thwart. An electric pump is also fitted.

The pot hauler, mounted at the stern, is by Smalhypp of Bridlington and the hydraulically powered unit is

driven off the fore end of the engine by a Dwyer pump. A VHF radio telephone is fitted in the port side of the engine and a Porrograph 6500 Mk.2 sounder has been mounted under stern thwart.

Morse controls are fitted and the cable has a weather dodger. Navigation and deck lights are carried on a tripod mast. The cable is a lobster fishing and trawling.

## ASTRA

We thank Thomsons and Skipper William Fletcher for selecting fire detection and alarm equipment from our

MARINEX RANGE and we will them well.

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## my capstan?

"I AM contemplating installing a capstan in a 28 ft. boat I have bought for trawling.

"I understand that the direction of rotation of a boat's propeller indicates the side on which it is best to handle a trawl and consequently the best position in which to position a capstan.

"If this is so, could you explain why, and also let me know about any other considerations which should be taken into account when deciding exactly where to fit one?"

The reason why the direction of propeller rotation indicates the side on which it is best to work a trawl is that, when you are hauling, you will find that the boat — particularly if it has a mast or much windage forward — will often lie quarter instead of beam on to wind and sea.

When this happens, the net, instead of coming in ahead, will tend to come in towards the quarter where it might foul your rudder and/or propeller.

If you have a right-hand turning prop and are working the net over the starboard side, a touch astern will counteract this tendency and at the same time swing the stern away from it. It is best, therefore, to work your trawl over the starboard side if you have a right-hand turning prop and over the port side if you have a left-hand turning one.

Once decided about this, you will know whether to position the capstan head on the port or starboard side of the engine or, perhaps, forward of it. Exactly where to fit it will be determined by other considerations.

As you will be using fibre rope warps to tow the trawl, you must have space to coil them close to the capstan head.

The capstan must be positioned so that it is horizontally in line with fairleads through which warps are hauled and the latter can be led directly to it. If controls cannot be fitted close to it, it must be sited close to them.

## WIDER FREQUENCIES CAN FIND MACKEREL

ON FEBRUARY 11, in reply to a question about echo sounders suitable for detecting mackerel, I said that as far as I knew mackerel were more likely to be found with sounders having transducer frequencies of 100 kHz or over than with lower frequency instruments.

I had got that opinion from a director of a company which sells and services echo sounding and ranging equipment in the Westcountry.

He said that his firm had fitted many fishing vessels in Devon and Cornwall with echo sounders, some with transducer frequencies of between 40 and 50 kHz and others with frequencies of 100 kHz and it had become clear that frequency is of major importance when detecting poor targets such as mackerel which have no swim bladders.

He went on to say that owners who have sounders with 100 kHz ceramic transducers installed in their

boats obtained far superior markings from mackerel than those with 30-50 kHz transducers. He showed me some recordings of echoes from shoals of mackerel which were better than any I had ever seen.

There was no reason for his opinion to be unduly biased because his company was as happy to sell and install low frequency as high frequency instruments. I therefore consider it to be sound.

## Expert

It has since become evident that there are some who do not subscribe to this opinion, among them experts of the Decca Radar Co. which sells and services Simrad sounders and sonars in the UK and Eire.

I recently received from them excellent recordings of mackerel made with 38 kHz Simrad EQ sounders. The sets were installed in the Northern Ireland vessels Stephens and Spes Magna which were fishing off

Plymouth, Devon, at the time.

Accompanying the recordings were others made by the vessels with their 29 kHz Simrad SK3 sonars. These too were excellent and dispel my doubt about being able to detect shoals of mackerel with low frequency instruments.

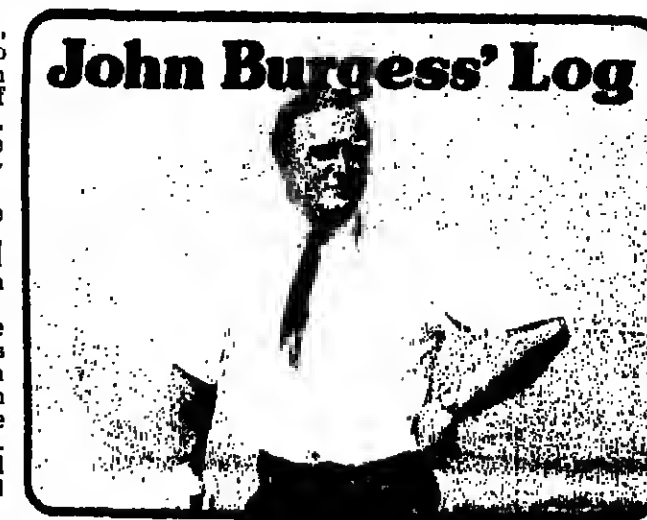
Two questions, however, remain open. Is a low frequency sounder as effective as a high frequency instrument for detecting mackerel when shoals are not so dense, and which would be the most cost-effective sonar to install for mackerel fishing in a 35 ft. MFV like the one owned by the correspondent who raised the question in the first place?

## CAULKING MALLET

"I WONDER if you know of a firm which can supply caulking mallets. I have tried without success to get them here in Buckle." ■ Caulking mallets are obtainable from Davey and Co. (London) Ltd., 88 West India Dock Road, London E14 8JL, and so are oakum end caulking irons.

## ANY QUESTIONS?

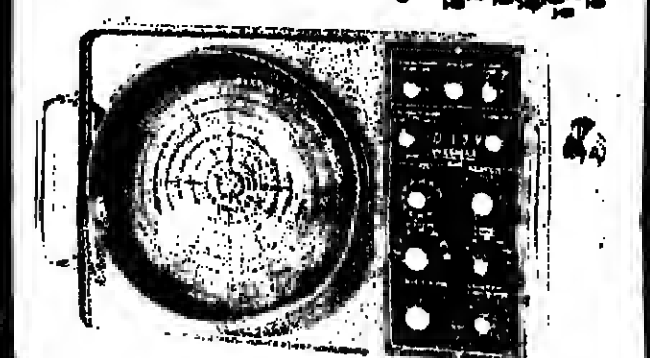
IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.



## John Burgess' Log

## SCANNING SONAR

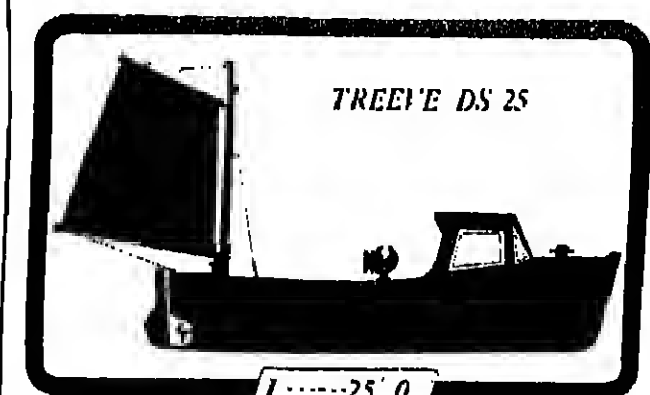
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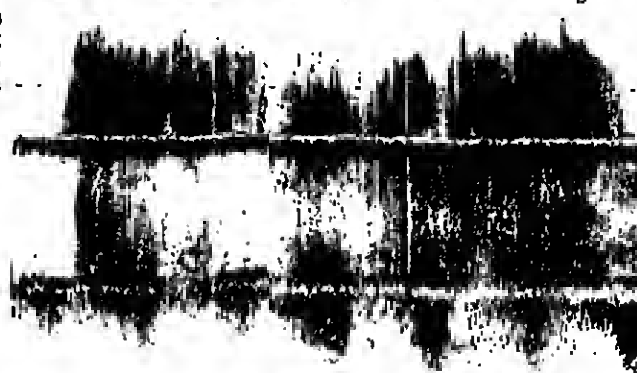
## Check your rights

"SOME time ago I asked you about ailing grey mullet and now I have found a buyer.

"But the person who has the salmon rights in the part of the fifth which I intend to set my 3 and 3 1/2 in. mesh nets says he will get the police to arrest me and confiscate them if I do so.

"If you were in my position, would you set the nets and risk being charged with poaching?"

■ I think that I would consult the Fisheries Regulation and Enforcement Officer, Fisheries Division, Department of Agriculture and Fisheries for Scotland, Argyle House, 2 Lady Lawson Street, Edinburgh, about my right to do so before setting the nets.



Recording of mackerel shoals made with a 38kHz Simrad EQ sounder installed in the Irish boat Stephens.

## All about radar

IF YOU are thinking of installing a radar in your boat or if you have one installed and feel that you don't know all that there is to be known about how to get the best out of it, it is likely to pay you to invest in a copy of a book by John Franch.

It is called Small Craft Radar and is a work which will be of more practical value to you than any so far published.

This is so because the author not only has extensive theoretical knowledge of his subject and can write clearly and lucidly about it, but

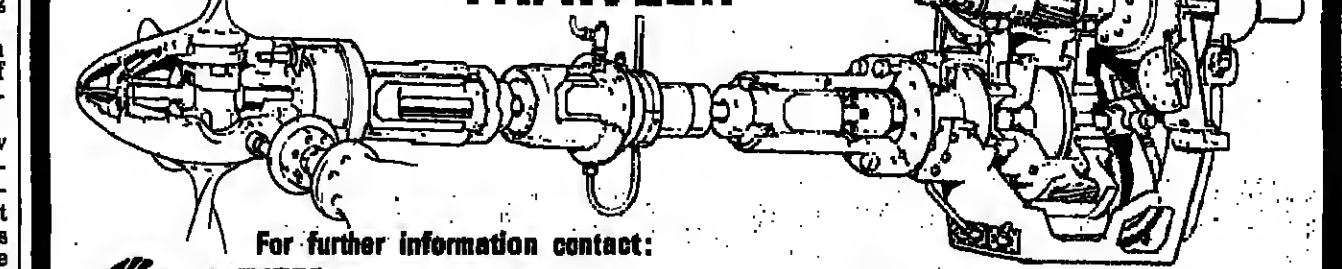
because he is a designer and developer of radars and the owner of a boat in which they can be tested under seagoing conditions.

In the book he first gives an account of the evolution of small radar sets and then explains radar principles.

He goes on to describe how to operate sets and how to interpret the pictures they present, illustrating his text lavishly with photographs and drawings which enable you to understand it.

Published by Stenford Meritime, it is obtainable from bookellers in the UK, and price 24.50.

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